

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (Currently Amended) A steer axle tire for a heavy vehicle, the tire designed for a single rolling direction and comprising a radial carcass reinforcement surmounted by a crown reinforcement and a tread, the tire including a visual indicator indicating the single rolling direction, the tread comprising ribs separated by grooves of generally circumferential orientation, two of said ribs forming the edges of the tread, and at least two of said ribs being intermediate such two edge ribs, the at least one intermediate rib ribs having a plurality of incisions, all incisions being V-shaped and oriented in the same direction, each incision being of a width of less than 3 mm, a depth E when the tread is new ~~and being of generally transverse orientation~~ and substantially parallel to each other, wherein each incision has an angular relationship with a line extending perpendicular to the point where the incision intersects the tread's outer surface, the angular relationship varying along the incision wherein the angular relationship in an outer tread region extending from the outer surface to a depth of one-third E is zero degrees, and the angular relationship in an inner tread region at a depth greater than one-third E being greater than the angular relationship in the outer tread region, wherein a radially innermost first point of each incision is located, relative to the indicated rolling direction of the tire, in front of the a second point of the incision located on the running surface of the tread when new, wherein each incision includes, from its second point to its first

point, has a generally concave side and a generally convex side, the generally concave side facing ~~generally toward the outer surface,~~ in the rolling direction and further wherein the two edge ribs are free of incisions having varying inclination.

2. (Previously Presented) The tire according to claim 1, wherein an average inclination of the incisions is between 5° and 15°.

3. (Previously Presented) The tire according to Claim 2, wherein the inclination of a portion of the incision at a depth greater than one-third E is between 5° and 25°.

4. (Currently Amended) The tire according to Claim 2, wherein the incisions are spaced in the circumferential direction with a pitch p which satisfies the following relationship:

$$0.5 \leq \frac{S_{ne}}{S_e} \cdot \frac{p}{H} \leq 4$$

wherein, S_{ne} is the total outer surface area of the ~~at least one rib~~ edge ribs not provided with incisions of varying inclination,

S_e is the total of the outer surface area of the ~~at least one rib~~ intermediate ribs provided with incisions of varying inclination, and

H is the average depth of the grooves of generally circumferential direction.

5. (Previously Presented) The tire according to Claim 1, wherein the inclination of a portion of the incision at a depth greater than one-third E is between 5° and 25°.

6. (Previously Presented) The tire according to claim 5, wherein the incisions are spaced in the circumferential direction with a pitch p which satisfies the following relationship:

$$0.5 \leq \frac{S_{ne}}{S_e} \cdot \frac{p}{H} \leq 4$$

wherein, S_{ne} is the total outer surface area of the edge ribs,

S_e is the total of the outer surface area of the intermediate ribs, and

H is the average depth of the grooves of generally circumferential direction.

7. (Previously Presented) The tire according to claim 1, wherein the incisions are arcuately shaped in the radial direction.

8. (Previously Presented) The tire according to claim 1, wherein the incisions are formed with at least two rectilinear portions in the radial direction.

9. (Currently Amended) A steer axle tire for a heavy vehicle, the tire designed for a single rolling direction and comprising a radial carcass reinforcement surmounted by a crown reinforcement, and a tread, the tire having means indicating the single rolling direction, the tread comprising ribs separated by grooves of

generally circumferential orientation, two of said ribs forming the edges of the tread, at least two of said ribs being intermediate to such two ribs, each intermediate rib having a plurality of incisions, all incisions being V-shaped and oriented in the same direction, each incision being of a width of less than 3 mm, a depth E when the tire is new and being of ~~generally transverse orientation and~~ substantially parallel to each other, wherein, each incision has a varying inclination, being oriented relative to a line perpendicular to an outer surface of the tread at a first angle of zero degrees from the outer surface to a depth of one-third E when the tread is new, and at a second angle greater than said first angle at a depth greater than one-third E, wherein, a radially innermost first point of each incision is located, relative to the indicated rolling direction of the tire, in front of the a second point of the incision located on the outer surface of the tread when new, wherein each incision ~~includes, from its second point to its first point, has~~ a generally concave side and a generally convex side, the generally concave side facing ~~generally toward the outer surface in the rolling direction~~, and further wherein the edge ribs are not provided with incisions of varying inclination, the incisions are spaced in the circumferential direction with a pitch p which satisfies the following relationship:

$$0.5 \leq \frac{S_{ne}}{S_e} \cdot \frac{p}{H} \leq 4$$

wherein, S_{ne} is the total outer surface areas area of the edge ribs,

S_e is the total of the surface areas area of the intermediate ribs and

H is the average depth of the grooves of generally circumferential direction.

10. (New) The tire according to claim 1 wherein the edge ribs are not provided with any incisions.

11. (New) The tire according to claim 1 wherein the edge ribs are not provided with any incisions.